

W. Robinson and Company for the highest class Piano Tuning and Repairing.

The Cheong Cheong Yee Amoy for the Straits on the 7th inst. with 891 Chinese passengers. The Amoy left on the same day with 1090 passengers.

The Board of the New Balmoral Gold Mining Co., Ltd., today received applications for a total of 1108 shares, and all together about \$5 per share were allotted in full, and 50% of those at \$5.

New Piano Repairing Machinery arrived for W. Robinson and Company.

The course for the fourteenth race of the Royal Hongkong Yacht Club on the 21st inst. will be as follows:—From the Submarine Mining Pier, Wellington Barracks, round the White Fairway Buoy, No. 1 Dock Buoy, Dinghy off Pier, White Fairway Buoy, and No. 1 Dock Buoy (leaving all to starboard), 13 miles.

The foreign population in Yokohama Settlement at the end of last year was:—British, 797 in 295 houses; American, 293 in 106 houses; French, 122 in 50 houses; Austro-German, 25 in 8 houses; German, 103 in 45 houses; Italian, 16 in 8 houses; Dutch, 33 in 13 houses; Russian, 9 in 2 houses; Swiss, 68 in 34 houses; Portuguese, 62 in 16 houses; Danes, 13 in 4 houses; Spanish, 12 in 3 houses; Belgian, 2 in 2 houses; Hawaiian, 9 in 2 houses; Swedish and Norwegian, 11 in 9 houses; Mexican, one in one house; Chinese, 1,473 in 398 houses; total, 2,861 in 989 houses.—Official Gazette.

We learn (says the Kobe Chronicle) that the motor seen on Monday morning (4th inst.) by a number of persons near Kobe was also seen from the *Meiji Maru*, which was at the time approaching this port through the Inland Sea. From the deck of the vessel the motor appeared like a ball of fire, and was very brilliant, notwithstanding that it was a bright sunny morning. It left behind it a trail of smoke which was visible for twenty miles or more. We learn that a telegram in the *Osaka Mainichi* that the motor fell near Tokushima, but exactly where is not known. It is described as a great fire-ball with a long trail of smoke and made a great noise as it rushed through the air.

Captain Tai of the Chinese war-ship *Kuang-yang*, who concluded the surrender at Weihaiwei at the command of Admiral Ting and Tietai Gie, is said to have declared to Admiral Ito, in the course of the negotiations on the *Meiji Maru*, which was to belong to the Nanyang squadron and had no intention of fighting with the Japanese. The *Peiyang* squadron alone, he is reported to have added, fought with the Japanese, his war-ship had no connection with the affair. Therefore he asked Admiral Ito to allow him to depart for the Yangtze-Kiang on his own account, and the Japanese were taking delivery of the *Peiyang* squadron. His request was naturally not acceded to, and then this ingenious Captain petitioned to be appointed to the command of the *Kwai* to take the late Admiral's remains to Chefoo.

Pianos by all the best makers for Hire or monthly payments, at W. Robinson & Co.

THE STRAITS INSURANCE COMPANY, LIMITED.

The following is the eleventh annual report for presentation to the shareholders at the eighteenth ordinary general meeting, to be held in the Company's Office, Singapore, on the 21st inst.:

To the Shareholders of the Straits Insurance Company, Limited:—Your Directors beg to place before you the annual Balance Sheet for the year ended 31st December, 1894. The accounts have been audited at the exchange of 2/2 per dollar.

1891.—The net premiums for the year 1891 amount to \$255,709.81 (\$100,285.47) on which claims have been settled up to 31st December last, amounting to \$33,970.28 (\$32,930.23).

Commissions and expenses amount to \$172,541.93 (\$18,092.01), of which \$15,000 is special expenditure.

The balance of \$449,107.60 (\$48,633.15) is carried forward.

1892.—The settlements on account of 1893 and previous years amount to \$413,051.45 (\$44,933.12). The balance remaining after closing the account, \$49,115.32 (\$5,320.16), has been transferred to Profit and Loss Account.

Profit and Loss Account.—The interest on investments amounts to \$62,834.29 (\$5,897.01). After deducting 7% dividend (\$45,000) paid in 1894, there remains a balance at credit of Profit and Loss Account of \$17,834.29 (\$1,897.27) from which the following appropriations have been made:

To Reserve Fund \$20,000

To Underwriting Suspense Account \$40,000

Leaving a balance of \$77,834.29

The Board now recommends that there be declared a dividend at the rate of 10% per annum for the year 1894, amounting to \$45,000, and that \$14,834.29 (\$1,617.27) be carried forward to new Profit and Loss Account.

Directors.—On his departure from the Colony, Mr. N. van Gilsen van der Paal resigned his seat as Director, and his place has been filled by the appointment of Mr. Lee Cheng Yan. Mr. Puthackon having also resigned, his place has been filled by the appointment of Mr. D. C. Neave.

In accordance with the Provisions of Clause 105 of the Company's Articles of Association, Mr. D. C. Neave and Mr. Lee Cheng Yan retire from the Board, but offer themselves for re-election.

Auditors.—In accordance with Clause 146 of the Company's Articles of Association, Mr. J. Lyall and Mr. R. Dunman retire, but offer themselves for re-election.

T. O. BOGARD, Director.
T. S. THOMSON, Director.
Singapore, 7th March, 1895.

18 SECOND-HAND Pianos wanted for Export, W. Robinson and Company.

The Optimist: Now as to woman, generally speaking. The disagreeable man! Yes, who's generally speaking.

You say the chicken-soup isn't good? Why, I told the cook how to make it. Perhaps she didn't catch the idea. No! I told her to put the chicken in the soup.

REUTER'S TELEGRAMS.

(Supplied to the 'China Mail'.)

LONDON, March 15, 1895.

THE PEACE PROPOSALS.

The Peace Envoys have left Tientsin for Japan.

SUPPOSED LOSS OF A SPANISH CRUISER.

The Spanish cruiser *Reina Regenta*, with a crew of 450, left Tangier in stormy weather, and has not since been heard of; wreckage supposed to be from the cruiser has been found.

REPORTED INTENDED MOVEMENTS OF THE JAPANESE IN SOUTH CHINA.

The Times correspondent at Kobe states that the Japanese intend to occupy the Pescadore as a base of operations against Formosa and South China.

THE CHINA-JAPAN WAR.

THE GALLANT DEFENCE OF LEUKUNGTAU.

SCURVY TREATMENT OF FOREIGNERS.

CHINESE GOVERNMENT BREAKING FAITH.

(From a Correspondent.)

Chefoo, March 4.

There is much dissatisfaction amongst the foreigners here with regard to the arrears of pay. The foreigners at Weihaiwei were promised double pay whilst the war was going on. On their arrival at Chefoo, where they were sent by the Japanese, after the capitulation, the foreigners find that the promises of the Chinese Government have not been fulfilled. For instance, one man who was to receive \$500 a month finds that the total sum for the last four or five months has not been paid into the Bank at Tientsin. \$300 were lodged in the bank one month, nothing for the next month, \$150 for the next and nothing for the fourth month. Other foreigners have been less fortunate, for as yet not a red cent has been paid to their account. Such is the treatment of those who stuck to Weihaiwei and Leukungtau to the last. The runaways, who skeddaddled on the approach of the Japs, have fared best, as they were paid in full up to the end of January. After treatment of this sort it would be folly for any foreigners to join the Chinese forces.

A THANKOFFERING TO THE RED CROSS SOCIETY.

The Great Northern Telegraph Company applied the other day through Mr. W. H. Stone, Foreign Secretary of the Communications Department, for permission to present \$500 toward the funds of the Japan Red Cross Society. Mr. Stone is said to have himself presented 50 yen.—*Japan Advertiser*.

SEISMOLOGICAL THEORIES.

Quite a number of the vernacular dailies have been canvassing the opinions of their readers for an explanation of the severity and frequency of the recent earthquakes. Some of the theories advanced are highly amusing, and none worth notice in the matter. The opinions of the majority are divided into three classes:—(1) the frequency of earthquakes of exceptional force shows that the Japanese arms will shortly win a succession of brilliant victories, of unparalleled magnitude; (2) the shocks portend a speedy and complete defeat of China; the subsequent disintegration of her territories; and, finally, these earthquakes mean that the end of the war is not yet, and that the dying throes of China will be accompanied by political changes of vital magnitude. Nothing is even so much as hinted about increase of volcanic action, dislocation of strata, or subterranean electric discharges. Such speculations would not suit the popular palate at all.—*Japan Mail*.

ANOTHER ANTI-BRITISH YARN.

The *Kokusan* and other Tokyo papers note that the actions of Admiral Fremantle since the outbreak of the war have aroused the suspicions of the Japanese; but, the *Kokusan* admits, the British Government has really no cause to arouse any feeling on the part of the Japanese against the British nation. H. H. the Queen is said to have given private instructions to Admiral to the effect that he should interfere with the war as long as the interest of any British subjects or settlements were not directly infringed on. Whether such instructions have been given or not, say our contemporaries, is not known to a certainty, but the actions of Admiral Fremantle require explanation.

THE WAYS OF HOWIE.

There seems little room for doubt that Howie has been brought to Japan for trial. The expectation was that his trial would take place by a court-martial immediately after the fall of Weihaiwei, and the fact of his being taken to Japan was a good omen, that a prisoner whose name was kept strictly secret came over in one of the transports and is now at Hiroshima. What sentence will be passed upon Howie it is of course impossible to foretell, but in all probability he will be condemned to death, and afterwards that sentence will be modified to some form and degree of imprisonment. To the Chinese he does not seem to have been of any special service. Contrary to a report from Chinese sources, which was published, he has not been able to apply to practical use the resources of his mind, to sell which he and his companion crossed the Pacific. He appears to have been employed mostly in helping to fire the big guns on the ships and Linke Island.—*Japan Advertiser*.

THE MAN HOWIE.

'If the man Howie,' says a vernacular contemporary, 'was really, really, really a foreigner prisoner at Weihaiwei, we advise Marshal Oyama to have him sent over to Japan. Not that we want to hurt him in any way. Only he is such a unique specimen of humanity that it would be worth while showing him in a booth at so much a head. It is quite possible that he did not get the whole of the game promised him by the whole of the fact that his little plan failed to work. Here in Japan he would find plenty of people willing to pay a ten, each for this inimitable privilege of just looking at him. Or he might give a course of lectures—say on the subject of 'How I was to blow up the Japanese Fleet and sink it'—which would be a great success.

attractive. Let us have him here in Japan for a while, just for the fun of the thing. This invitation may be well-meant and express the opinions of a number of people; but for his health's sake we think Howie would do well to steer clear of the shores of Japan in future. There are too many odds to make it all plain sailing for him in this Empire.—*Japan Mail*.

THE CHINESE GUNNERS AT WEIHAWEI.

Foreign correspondents who have returned from the front have many stories to tell illustrative of their own personal hardships, and of the indomitable pluck and gallantry of the Japanese. That the foreigners were often exposed to danger will be taken for granted by most persons who have any conception of the conditions under which they perform their work, but it brings home to one's mind the risks they run when one is shown, as we were shown yesterday, a large and rugged piece of metal covered with the base of a 4-in shell, which came near putting an end to the messes and trials of two 'sawney' men, Messrs Smith and Cowen. It appears that on board the Chinese ships a most careful watch was kept on the movements of those on shore. Single individuals were too much exposed, and a small group formed on an eminence to observe the operations, the gunners of the nearest Chinese ship began practice—and very good practice it was too at times, the pieces on such occasions being probably laid by foreign gunners.—*Japan Advertiser*.

THE IMPENDING REVOLUTION IN CHINA.

On the 12th inst. we referred editorially to certain matters that had come to our knowledge regarding a revolutionary movement in China. We find that some of our northern contemporaries have been dealing with the same subject, although none of them apparently is aware of the actual steps that have been taken by the Reform Party. The *Peking* and *Tientsin Times* say:—'There is every indication that great as is the need for union amongst the different sections of the Chinese nation at the present juncture, that union is sadly lacking. Apparently this is a country in which absolutely nothing is to be ever brought into a full daylight view. The "flour white light" of public opinion would be too destructive of powers which are only strong while they work in shadow and in secrecy. It is therefore impossible to measure the degree of mutual distrust and dissatisfaction which exist. But the fact of their existence, in a very serious degree, is beyond all question. There is a widespread feeling of discontent, and the nation is ripe for a revolution. To this are due the rumours of rebellion in different parts of the Empire which so constantly arise. We do not attach very much importance to the existence of secret societies, the *Kuo Luo* societies, White Lily societies, Tai Li and Mi Mi are not more than a few, and they have any political bearing at all, of effie Ming sentiment. Their aims are altogether too puny, too reactionary, too wanting in scope and enlightenment, to kindle even the faintest spark of enthusiasm among the masses. They will not be successful until the people are wrought to a pitch of fury against the powers that they will grasp at any weapon, however unpromising, to assail them with. But, apart from secret societies, dissatisfaction of a general and unorganized kind very widely prevails. The corruption of official life is well-known to the people, and though they are not yet ready to rise against it, details in any particular case, they supply them from imagination, a process by which they are not likely to be minimized. The officials of this city, for instance, even the very highest, are in no good odour with their subject townsmen, who know full well that gross mismanagement and maladministration have had much to do with their country into the present disgraceful state. The T'ang Chow rebellion is now known to be a myth, but none the less may be the mutterings and threats which give birth to the myth. The storm is subterranean, only grows and tremors in the earth's existence, but at any time may become a volcanic eruption, and a general and unorganized kind very widely prevails. 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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from Hongkong. *Coptic* (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, March 19, at noon. *Gaio* (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, April 9, at noon. *Relic* (via Nagasaki, Kobe, Inland Sea & Yokohama) Thursday, May 9, at noon.

THE Steamship *COPTIC* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on TUESDAY, the 19th March, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China, Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Letters to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, February 28, 1895. 413

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, April 17, at noon. *China* (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, April 30, at noon. *Peru* (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, May 18, at noon.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 17th April, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS, and the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, and to San Francisco, and to the principal cities of the United States or Canada, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Letters to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 9, 1895. 409

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th March, 1895, at Noon, the Company's S.S. *SAGHALIEN*, Commandant: CHEVALIER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th March, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

C. TOURNARE, Acting Agent.

Hongkong, March 6, 1895. 473

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *RAVENNA*, Captain F. COLE, carrying Her Majesty's Mail, will be despatched from this Port for BOMBAY, on THURSDAY, the 28th March, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the *PENINSULAR*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 10th APRIL, 1895.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to ALF. WOOLLEY, Acting Superintendent, P. & O. S. N. Co.'s Office, Hongkong, March 14, 1895. 534

NORDBEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Bayern..... Monday | April 1. *Prussia*..... Monday | April 29. *Karlsruhe*..... Monday | May 27. *Prinz Heinrich*..... Monday | June 24. *Bayern*..... Monday | July 22. *Prussia*..... Monday | August 19.

ON MONDAY, the 1st day of April, 1895, at 3 p.m., the Company's Steamship *BAYERN*, Capt. SCHMÖLDER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places, calling at NAGASAKI and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 30th March, and Specie will be received on board until Noon, on MONDAY, the 1st April, and Parcels will be received at the Agency's Office until Noon, on SATURDAY, the 30th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2 and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, March 11, 1895. 506

WASHING BOOKS.

(In English and Chinese.) WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

Intimations.

STAINFIELD'S PRIVATE HOTEL, 3 DUNDRELL STREET.

COMFORTABLY FURNISHED ROOMS, with every convenience. Accommodation for Table Boarders. Particulars, Address, Miss STAINFIELD, Proprietress.

Hongkong, January 5, 1895. 33

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. G. A. LEE, R.N.R., WEDNESDAY, 20th March. *EMPRESS OF CHINA*, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 10th April. *EMPRESS OF INDIA*, Comdr. O. F. MANNING, R.N.R., WEDNESDAY, 1st May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE—these connections are made at Montreal, Quebec, Halifax, New York and Boston with all principal points and AROUND THE WORLD.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$200.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING SALONS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, PEDDER STREET. 362

Hongkong, February 20, 1895.

Be up to date and use the latest novelties in extracts.

FOR THE

HANDKERCHIEF

RIGAUD'S PEAU D'ESPAGNE.

RIGAUD'S WHITE VIOLETS.

RIGAUD'S IRIS AMBRE.

RIGAUD'S FOUGERE ROYALE.

RIGAUD'S DIRECTOIRE.

RECOMMENDED FOR THEIR SWEETNESS, DELICACY, AND ARISTOCRATIC QUALITIES.

RIGAUD & CO., Perfumers, PARIS & NEW YORK.

SOLD EVERYWHERE.

SHARE LIST.—QUOTATIONS.—MARCH 13, 1895.

Stocks. No. of Shares. Value. Paid up. Closing Quotations, Cash.

BANKS. Hongkong and Shanghai Bank Co., 80,000 120 all 144 1/2 prem., sales & sellers.

New Issue. Bank of China, Japan and Straits, 1,000,000 10 1/2 1 1/2 nom.

Bank of China, Japan and Straits, 1,000,000 10 1/2 1 1/2 nom.

National Bank of China, Limited, 1,000,000 10 1/2 8 1/2 3/4, ex div., sellers.

MARINE INSURANCE. Canton Insurance Office Co., Ltd., 10,000 250 5 1/2 117 1/2, buyers.

China Traders' Insurance Co., Ltd., 24,000 83 3/4 2 1/2 85, sales and sellers.

North China Insurance Co., Ltd., 5,000 20 1/2 2 1/2 27 1/2, sales.

Straits Insurance Co., Ltd., 20,000 10 1/2 2 1/2 22 1/2, buyers.

Union Insurance Society Co., Ltd., 10,000 25 1/2 2 1/2 112 1/2, buyers.

Yangtze Insurance Association, Ltd., 8,000 100 60 80, sales.

INSURANCE ASSOCIATIONS. China Fire Insurance Co., Ltd., 20,000 10 1/2 2 1/2 77, sales and buyers.

Hongkong Fire Insurance Co., Ltd., 8,000 25 1/2 2 1/2 175, sales, ex div.

DOCKS. H'kong & Whampoa Dock Co., Ltd., 12,500 125 all 85 1/2 prem., sales.

STEAMSHIP. China and Manila S. S. Co., Ltd., 5,000 50 all 56 1/2, sellers.

Douglas Steamship Co., Ltd., 20,000 50 all 56 1/2, ex div., sellers.

H.K. & M. Steamship Co., Ltd., 80,000 20 all 30, sales and sellers.

Indo-China S. N. Company, Limited, 60,000 12 1/2 1 1/2 35.

China Mutual S. N. Co., 20,000 2 1/2 1 1/2 27, ex div.

Do. (new issue), 20,000 2 1/2 1 1/2 1.

REFINERIES. China Sugar Company, Limited, 20,000 100 all 140, sellers.

Lasso Sugar Company, Limited, 7,000 100 all 148, sellers.

WHARVES. H.K. & Kw. Wharf & Godown Co., 20,000 50 all 336, sales and sellers.

Wanchai Warehouse and Storage Company, Limited, 2,600 100 37 3/4 37 1/4.

LAND AND BUILDING. Hongkong Land Investment and Agency Company, Limited, 10,000 100 5 1/2 34 1/2, sales and sellers.

Rowland Land and Building Co., 6,000 50 5 1/2 39.

Humphreys' Estate & Finance Co., 13,400 1 1/2 1 1/2 10, sales.

West Point Building Co., Limited, 12,500 50 4 1/2 15, sellers.

TRAMWAYS. H.K. High Level Tramways Co., Ltd., 1,250 10 all 355, sales.

MINEING. Jelobu Mining & Trading Co., Ltd., 15,000 150 3 1/2 33 1/2, sales and sellers.

Queens Mining Co., Ltd., 60,000 4 3/4 3 1/2 35, sales and sellers.

Société Française des Charbonnages du Tonkin, 8,000 50 50 50 50, sellers.

New Balmoral Gold Mining Co., Ltd., 60,000 30 all 30 1/2, sales and sellers.

Sauv. Aust. Gold Mining Co., Ltd., 20,000 2 1/2 1 1/2 10, sellers.

Société Française des Houillères de Touraine, 8,000 50 50 50 50, nom.

CHINA-BORNEO COMPANY, LTD. H. G. Brown & Co., Limited, 6,000 50 50 50 50, sellers.

HONGKONG HOTEL COMPANY, LTD. A. S. Watson & Co., Limited, 30,000 30 10 30 1/2, sales and buyers.

Dakin, Grubb & Co., Ltd., 30,000 30 10 30 1/2, sales and buyers.

H.K. and China Gas Co., Limited, 7,000 10 all 123, buyers.

Hongkong Electric Co., Limited, 30,000 30 10 30 1/2, sales and buyers.

BRICK AND CEMENT. Green Island Cement Co., Ltd., 20,000 20 10 10 1/2, sales and buyers.

Hongkong Brick & Cement Co., Ltd., 4,000 40 10 10 1/2, sales and buyers.

MISCELLANEOUS. Bell's Asbestos Eastern Agency, Ltd., 3,000 30 10 10 1/2, sales and buyers.

Onychell, Moore & Co., Limited, 1,000 10 10 10 1/2, sales and buyers.

Geo. Fenwick & Co., Limited, 6,000 60 10 10 1/2, sales and buyers.

Hongkong Bakery Company, Ltd., 3,000 30 10 10 1/2, buyers.

Hongkong Dairy Farm Co., Ltd., 3,000 30 10 10 1/2, buyers.

Hongkong Ice Company, Limited, 6,000 60 10 10 1/2, buyers.

H'kong Rope Manufacturing Co., Ltd., 3,000 30 10 10 1/2, buyers.

FOUNDER'S SHARE.

LOANS. Amount. Value. Interest. Quotation.

Chinese Imperial 1890, 175,000 175,000 7 1/2 p. annum 10 1/2 prem., sales.

Hongkong Hotel Mortgage Debentures, 1893, 400,000 400,000 6 1/2 prem., 8500.

A. G. STOKES, Share-broker.

Intimations.

CHAN A-TONG, COAL MERCHANT, No. 5, ARCADE STREET, EAST.

Business Office: No. 21, Gilman Street. 478

SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Address: Care of SUPERINTENDENT.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From the Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Days After Arrival	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Bayern	5	Schmolder	Ger.	3435	Mar. 14	Melchers & Co.	Shanghai	To-morrow
Benlawers	4	Webster	Brit.	1484	Mar. 11	Gibb, Livingston & Co.	Saigon	To-morrow
Catterthun	5	Shannon	Brit.	1462	Mar. 14	Gibb, Livingston & Co.	Sydney, &c.	19th inst.
Changsha	5	Anderson	Brit.	1469	Mar. 11	Butterfield & Swire	Yokohama	To-morrow
Chow Fa	3	Stonham	Brit.	1057	Mar. 5	Yuen Fat Hong	Swatow, &c.	27th inst.
Coptic	6	Lindsay	Brit.	2744	Feb. 24	O. & S. S. Co.	San Francisco	10th inst.
Cromarty	8	Duncan	Brit.	1864	Mar. 12	Jardine, Matheson & Co.	Shanghai	To-day
Deuteros	5	Lawson	Ger.	1188	Mar. 11	Siemens & Co.	Bangkok	To-morrow
Empress of Japan	5	Smith	Brit.	5904	Feb. 27	Canadian Pacific Railway Co.	Vancouver, B.C.	20th inst.
Rhipho	6	Miller	Brit.	1308	Mar. 13	Mitsui Bussan Kaisha		
Kze	6	Pell	Brit.	1308	Mar. 13	British Navy		
Freir	5	Strand	Dan.	397	Mar. 15	Arnhold, Karberg & Co.		
Ghesze	6	Bailey	Brit.	1764	Mar. 13	Dodwell, Carill & Co.		
Gisela	5	Mittis	A-Hun.	2043	Mar. 13	Sander & Co.	Shanghai	To-day
Gloucester City	3	Dwyer	Brit.	1400	Mar. 13	Dodwell, Carill & Co.		
Hailong	6	Rodch	Brit.	783	Mar. 13	Douglas Steamship Co.	Swatow	To-morrow
Haitan	6	Goddard	Brit.	1133	Mar. 13	Douglas Steamship Co.	Coast Ports	To-morrow
Hongkong	6	Sanfian	Brit.	937	Mar. 13	A. R. Marty	Haiphong	To-morrow
Krim	6	Higgins	Norw.	1117	Mar. 13	Eduard Schellhaas & Co.	Saigon	To-morrow
Loe Sch	5	Jackson	Brit.	1040	Mar. 13	Yuen Fat Hong	Swatow	18th inst.
Memnon	10	Branch	Brit.	825	Mar. 14	Butterfield & Swire	Sandakan	
Menonetheshire	5	Davies	Brit.	1949	Mar. 11	Dodwell, Carill & Co.	Yokohama	To-day
Michael Jebson	3	Brubn	Ger.	710	Mar. 13	Wielor & Co.	Haiphong	To-morrow
Nürnberg	10	Walter	Ger.	2007	Mar. 7	Melchers & Co.	Yokohama	To-morrow
Oceanic	5	Smith	Brit.	3808	Mar. 14	Butterfield & Swire	Singapore	19th inst.
Progress	3	Jessen	Ger.	547	Mar. 13	Siemens & Co.		
Shantung	8	Frampton	Brit.	1836	Mar. 13	Butterfield & Swire		
Sika	6	Yuse	Brit.	1735	Mar. 7	Dodwell, Carill & Co.	Tacoma, &c.	19th inst.
Siathamore	9	Cunningham	Brit.	2300	Mar. 13	Butterfield & Swire		
Swatow	3	Brown	Ger.	630	Mar. 13	Melchers & Co.		
Tetartos	8	Disse	Ger.	1812	Mar. 11	Siemens & Co.	Saigon	To-morrow
Wingang	5	St. de Croix	Brit.	1817	Mar. 12	Jardine, Matheson & Co.	Singapore	19th inst.
Yuenang	3	Waddilore	Brit.	1151	Mar. 11	Jardine, Matheson & Co.	Manila	To-morrow